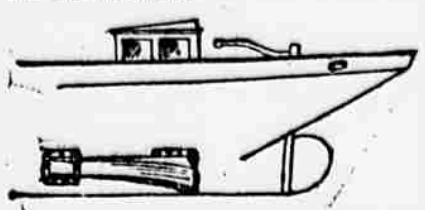


A LITTLE MARINE WONDER.

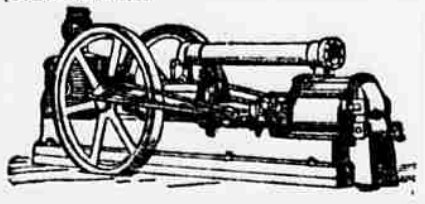
IT EXPLODES ITSELF ALONG WITH PETROLEUM AND AIR.

Mr. John Secor tries an invention which promises a revolution in the method of propelling ships by coal steam machinery if this thing is successful.

At high tide on the 13th of last November, without ceremony or mishap, a lean little yacht, that would have looked exactly like a lightning steam launch if she had had any place for a propeller wheel, slid off at the wharf at Polaris street in Brooklyn, before she was let go by the crowd of idlers that stood around her. She was deeply interested in the novel iron attachments under each counter. It was apparent that two rectangular iron tubes or shafts, two feet wide, one foot high, and of unknown length, had been inserted fore and aft, so that the outboard ends were several feet forward of the sternpost and securely bolted to planking and timbers. The stern of the craft looked exactly like this picture:



When the boat was afloat it was found that she could ride the water very gracefully. She was called the Eureka, and she had been built to test a startling new method of propelling ships. The inventor of the new device was Mr. John Secor of Brooklyn, and he was backed in his experiments by the Secor Marine Propeller Company, Mr. Richard Pollen, and Augustus V. Whipple being among the stockholders. Very soon after the boat was tied to the pier a formidable crowd was gathered on the wharf, and people thereabouts that visitors were not wanted. Thereafter mysterious pieces of wrought and cast iron were carried into the yard and placed on board, as well as some articles of well-known machinery. An upright boiler of about twenty-horse power was put on board, and its slender smokestack poked through a hole in the deck, well forward. A powerful little dynamo and no end of insulated wire followed. Then came a machine that looked like this:



Mechanical shafts at once recognized it as an air compressor, and wonder arose as to particularly as no use could be imagined for the other articles that had preceded it and arrived after it was in place just about the upright boiler.

Those who intelligently questioned Mr. Secor about the matter were told that the experiment was to test the practicability of propelling a ship by exploding petroleum mixed with air in an appropriate chamber, and allowed the resulting gas to rush out through the tubes which had been noticed protruding through the stern of the vessel. This made a great many people laugh, and Mr. Secor, being of a genial nature, laughed with them, although for reasons very different from theirs. He was perfectly confident of success, and they equally sure they would fail.

Some of the people who visited him were naval officers, and they had been fired over the bows of his launches, and knew that the recoil of the gun would make a boat move quite rapidly. They argued that the muzzle of the cannon was poked out through the stern of the boat and into the water, and that the water would be pushed back more swiftly than when the gun was simply fired into the air. These men talked to Mr. Secor, and he listened to them with a patient and friendly smile. He told them that the gun was not a cannon, but a pump, and that the water would be pushed back more swiftly than when the gun was simply fired into the air. He told them that the gun was not a cannon, but a pump, and that the water would be pushed back more swiftly than when the gun was simply fired into the air.

The work of getting the apparatus together and the boiler and tubes in place had to be thoroughly tested before it was put on the boat at all. For the first time, the boat was put on the water, and the men had to do, in the low, narrow twelve-deck, well aft in the stern. The boat was pushed back more swiftly than when the gun was simply fired into the air. The boat was pushed back more swiftly than when the gun was simply fired into the air.

The chief defect of the present apparatus is its size and weight. It was made unnecessarily strong, but it was necessary to make it strong enough to enable the inventor to make a few experiments. The apparatus was made strong enough to enable the inventor to make a few experiments. The apparatus was made strong enough to enable the inventor to make a few experiments.

The left side of the picture is the starboard side of the boat, and the right side is the port side. The boat is shown from a side-on perspective, with the stern at the top of the image. The two rectangular tubes are clearly visible protruding from the hull.

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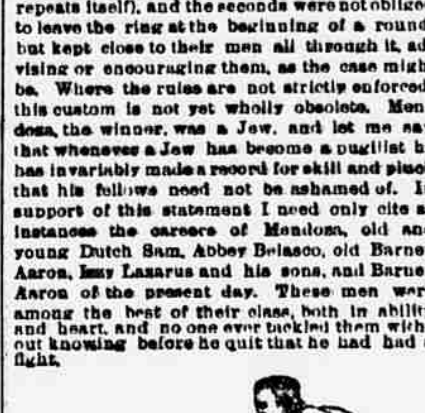
GOOD ONES THEN AND NOW.

SOME PICTURES SHOWING THE PROGRESS OF THE FISTIC ART.

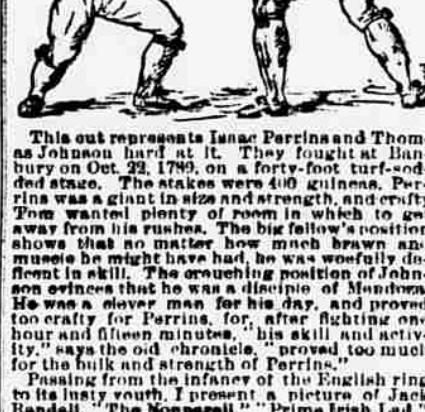
Jack Finn, the champion and famous boxer, was in the Ring-Road and Restaurant-Palace Shows by Instantaneous Views. There were brave men before Agamemnon and first fighters before Jack Finn, yet he was one of the founders of the English prize ring and stamped his impress on the style of boxing of his time as distinctly as Sullivan has on that of the present day. He took the crude pugilism that had prevailed before his coming and resolved them into something like a system. His skill and strength enabled him to become champion, and for many years he maintained the title against all comers. Others would be needed to start the modern prize ring, and the English prize ring became a science. While in an English sporting drama not long since, I examined the pugilistic prints with which it was adorned, and I was struck with the fact that they told the initiated the story of the progress of the fistic art quite as well as that of the progress of the pugilistic art. I had analyzed some of these pictures, which are illustrated here.



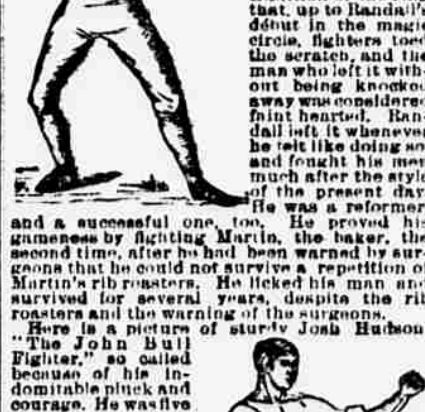
Above is presented a picture of a celebrated fight of the great prize battle between Richard Humphreys and Daniel Henderson, which took place on Jan. 9, 1788, almost a hundred years ago. Observe the attitudes of the men and the proximity of their stances. In those days most of the big fights took place in rings erected on platforms in front of the houses, and the spectators were in the street, and the seconds were not obliged to leave the ring at the beginning of a round, but kept close to their men all through it, advising or encouraging them, as the case might be. Where the rules are not strictly enforced, this custom is not yet wholly obsolete. Henderson, the winner, was a tall, thin man, and Henderson, the loser, was a shorter, stouter man.



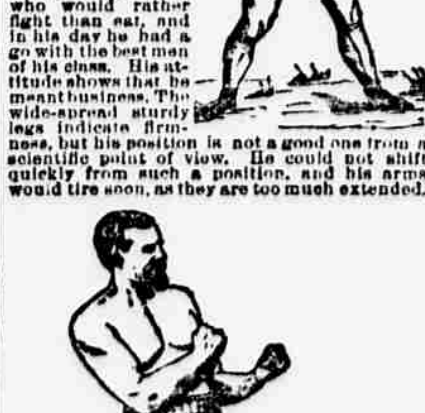
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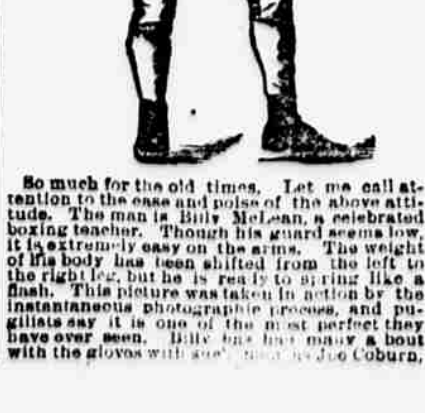
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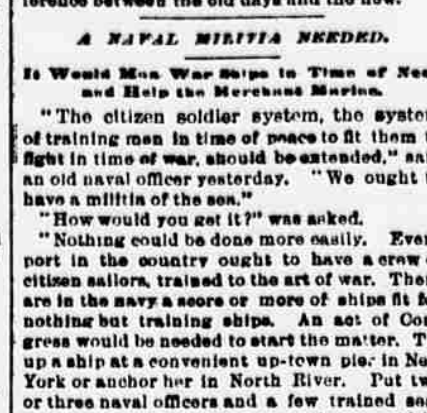


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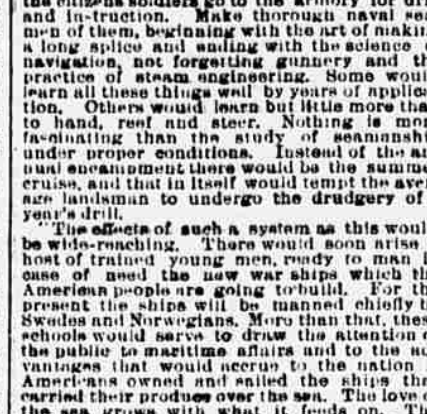
BATTLING WITH THE FOILS.

A GALLANT FIGHT BETWEEN PROF. FRIEDRICH AND CASALE.

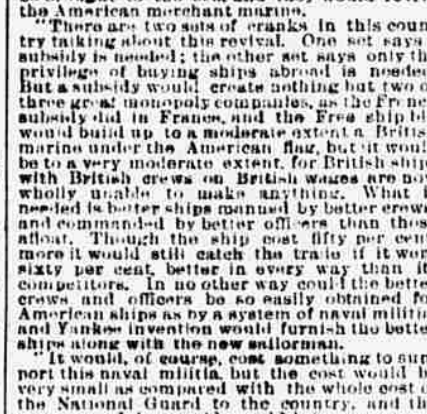
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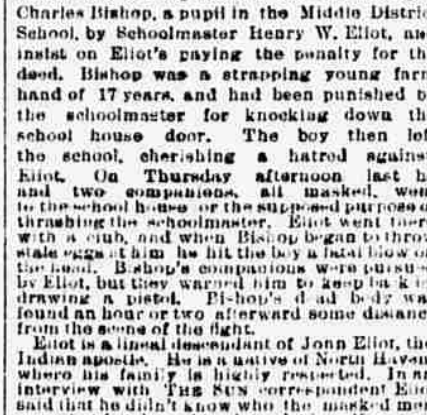
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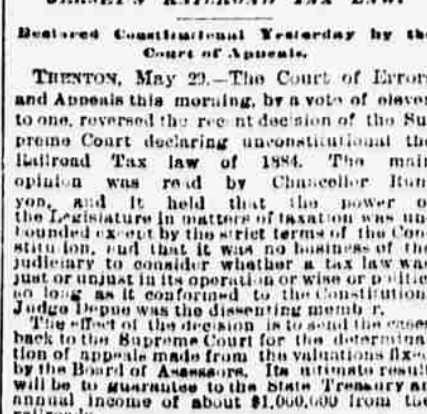
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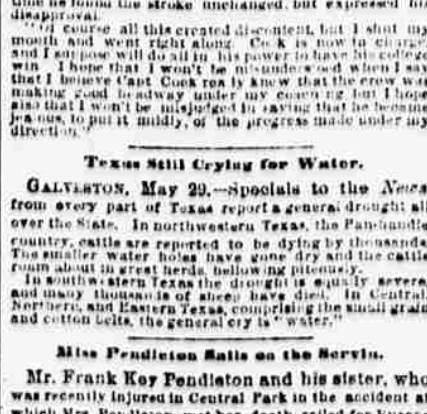
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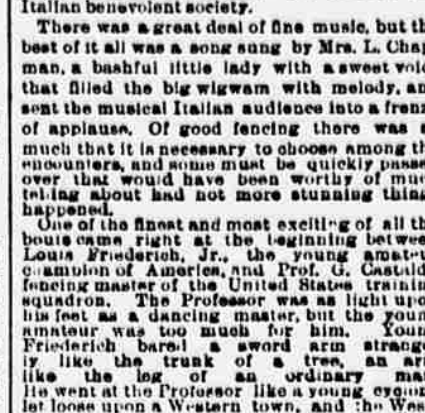


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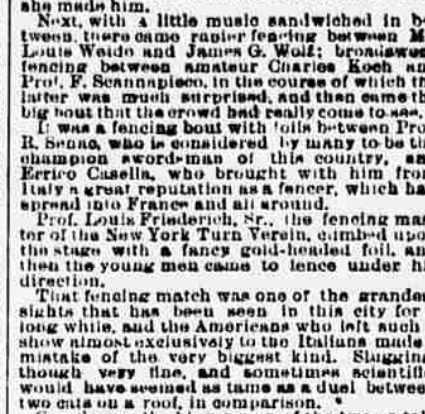
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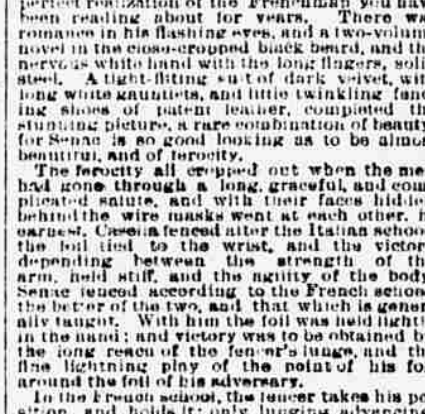
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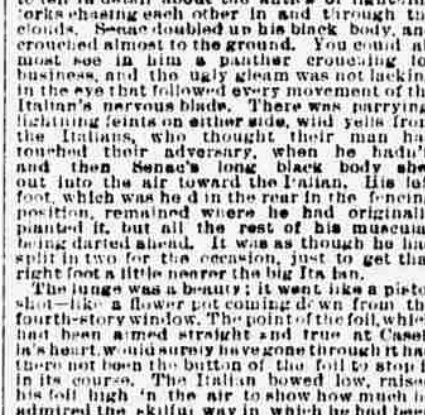
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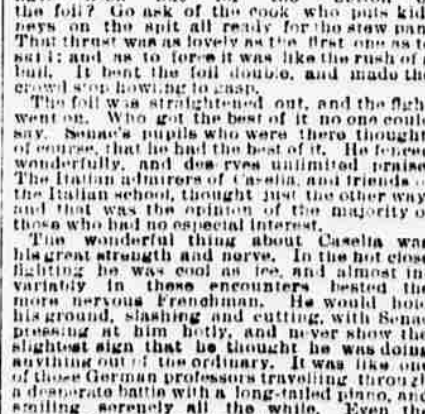
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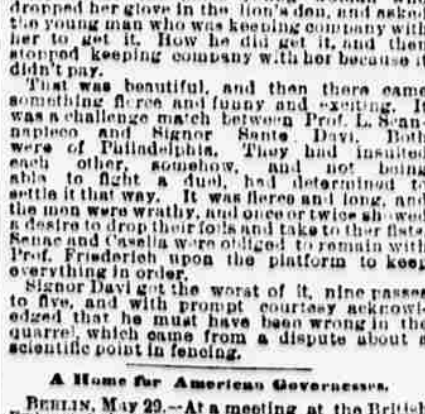
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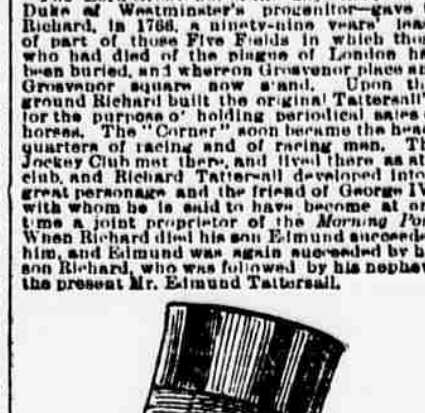


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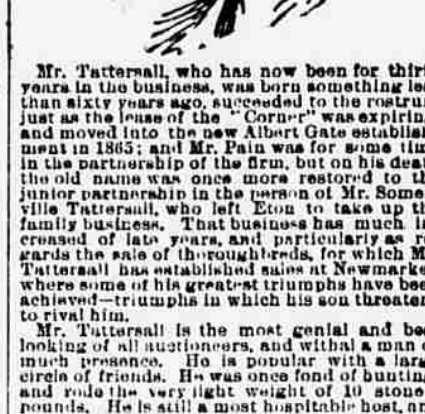
LONDON'S GREAT HORSE SELLER.

Mr. Edmund Tattersall, the Successor of Richard Tattersall of Lancaster.

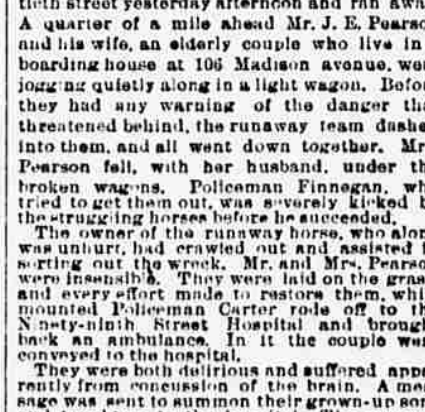
It is with great pleasure that we lay before the readers of THE SUN this morning a portrait, reproduced from Family Portraits of the present representative of the famous London house of Tattersall. For one hundred and twenty years, Britishers, when wishing to buy or sell horses, have gone to Tattersall's, in London, near Hyde Park, or have employed Tattersall to conduct the sale. From being the leading horse market in the world, it has become one of the most fashionable lounging places in London, and on all days of the week, including Sunday, visitors will see there noblemen and commoners interested in horses, young club swells, London dukes, professional beauties, and ladies of the highest rank, who have gone there either to examine a horse or simply to see their friends in this well-recognized rendezvous.



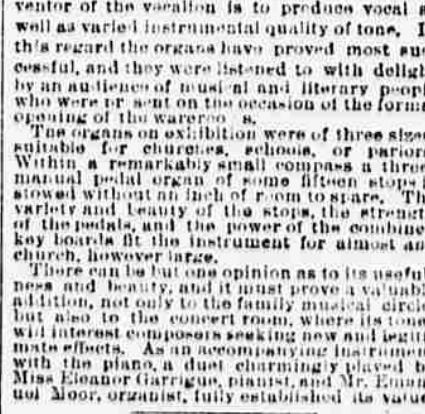
The original founder of the house, Richard Tattersall of Lancaster, was a horse-loving wool stapler, and falling in the wool business, he turned to the sale of horses. He was a man of great energy and business ability, and he was the first to introduce the system of holding regular sales of horses. The "Corner" soon became the headquarters of racing and horse-fanciers, and the Tattersall Club met there, and lived there as at a club, and Richard Tattersall developed into a great personage, and the friends of his acquaintance with whom he is said to have become at one time a joint proprietor of the Morning Post.



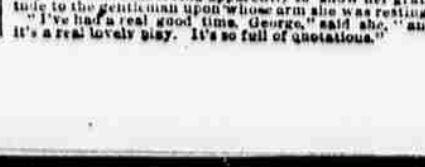
Mr. Tattersall, who has now been for thirty years in the business, was born something less than a century ago, and was a man of great energy and business ability. He was the first to introduce the system of holding regular sales of horses. The "Corner" soon became the headquarters of racing and horse-fanciers, and the Tattersall Club met there, and lived there as at a club, and Richard Tattersall developed into a great personage, and the friends of his acquaintance with whom he is said to have become at one time a joint proprietor of the Morning Post.



Mr. Tattersall is the most genial and best known of all horse men, and with a man of such a large circle of friends, he was once found of bustling about the streets of London, and he was a man of great energy and business ability. He was the first to introduce the system of holding regular sales of horses. The "Corner" soon became the headquarters of racing and horse-fanciers, and the Tattersall Club met there, and lived there as at a club, and Richard Tattersall developed into a great personage, and the friends of his acquaintance with whom he is said to have become at one time a joint proprietor of the Morning Post.



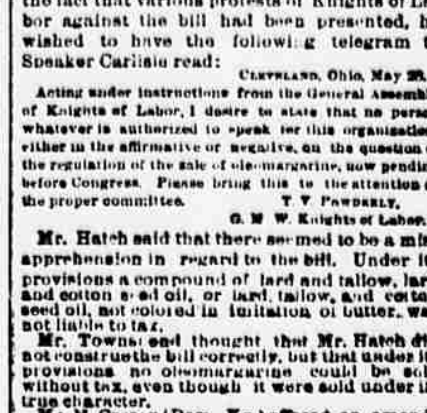
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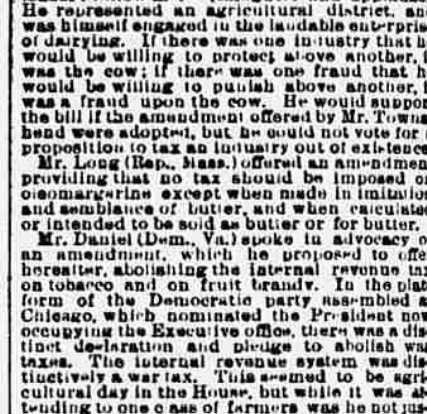
DEBATE ON BOGUS BUTTER.

A MIXTURE OF POLITICS AND OLIO.

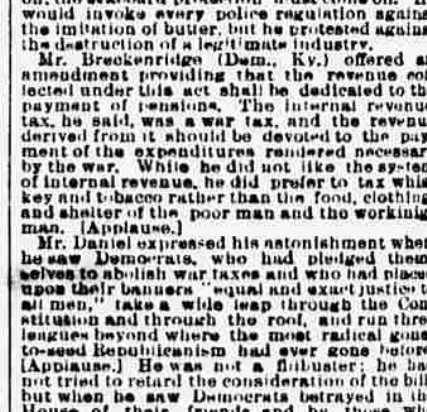
Parties and States Divided on the Bill Taxing All Imported Butter Out of Existence for the Benefit of the Dairyman. WASHINGTON, May 29.—The Speaker laid before the House to-day a communication from the Secretary of State, containing a statement of \$100,000 for inaugurating the statue of Liberty Enlightening the World. Referring to a bill amending the statute relative to the transmission of obscene matter through the mails, House members were divided on the bill.



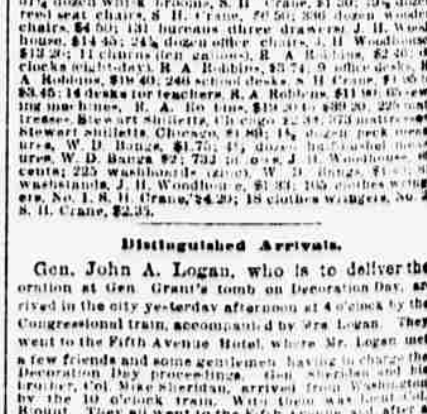
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